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FLD 148

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The following are the chief items produced by the Ceskomoravska-Kolben-Danek (CKD), National Corporation, plant at Slany (N 51/F 50):

   a. Mining machinery, including mining towers and various steel structures.

   b. Steel structures for factory production halls, equipment for hydroelectric plants and steel structures used in bridge building.

   c. Cranes of various types, including cranes for use in factories and shipyards and on railroads. Crane production, however, is being reduced because it is eventually to be assigned solely to the Skoda factory at Unicov.

   d. Road machinery, including graders, bulldozers and dredges. Owing to their poor construction, the bulldozers are not suitable for export to the West. Similarly, the graders were made of inferior material, with the result that the shaft of the diesel engine is apt to break. The problem of further production of graders and bulldozers is viewed with great anxiety by the factory management. Production of dredges is also to be transferred to one of the Skoda plants.

2. The following table indicates the proportion of total production devoted to the various types of items during 1952 and 1953:

	1952	1953
Mining machinery	40%	65%
Cranes	35%	25%
Steel structures and road machinery	25%	10%

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3. In 1954, further restrictions in the production of cranes, steel structures and road machinery in favor of increased output of mining machinery can be expected.

4. Of the total output, 60% was destined for the domestic market, 30% for export to Eastern countries and 10% for export to Western countries. These figures cover the last half of 1952 and the first half of 1953. However, it should be pointed out that a great effort is being made to increase exports to Western countries.

5. Most of the mining machinery produced at CKD-Slany is destined for the Moravska Ostrava coal mining region. The steel structures produced here are chiefly for delivery to the construction sites of hydroelectric plants, dams and barrages in Slovakia. A large quota of such structures was also delivered to the Slapska prehrada (Slapy Dam) project, near Stechovice (N 50/Q 39), in Bohemia, which is just being completed. Of 1953 production of steel structures, 30% was destined for the new Vitkovice Klement Gottwald Iron Works, at Kuncice.

6. 30% of the 1953 production of cranes was also destined for Kuncice. The rest of the cranes are distributed to various places throughout the country. Road machinery is delivered to various parts of Czechoslovakia.

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7. During the years 1949 through 1952, the plant each year delivered 100 dredges of the German MENK design--a small type, Mark MC- followed by numerals [redacted] --to the USSR. The dredges weighed 35,000 kg. each. 50X1-HUM They were transported to the border station of Chop (Cop)--further destination in the USSR unknown.[1] In 1953, no dredges were delivered to the USSR from CKD-Slany because production was being transported to a Skoda factory in Czechoslovakia.

8. In 1950, the plant delivered 50 cranes of the type used along railroads to the Soviet sugar factory at Olkhovatka. In June 1953, two such cranes were sent to the sugar factories of Pervomaisk and Kobelyaki in the USSR.[1]

9. The CKD-Sokolovo plant at Prague-Liben was responsible for building the sugar factory at Olkhovatka, in the Ukraine, and CKD-Slany supplied the steel structures for it, which were built to Soviet specifications. The Skoda factory at Hradec Kralove was entrusted with the construction of the sugar factories at Pervomaisk and Kobelyaki. The completion of the two latter sugar factories was scheduled for January 1953, but deliveries of material by the Skoda plant actually arrived as late as June 1953 and the Skoda plant will certainly have to pay for the loss involved.

10. New coal mines, probably in the neighborhood of Cesky Tesin, are being opened in Poland, and Eng. Strunc (fnu), of the mining department of CKD-Slany, was sent to that area in May 1953, then returned and left again at the beginning of August 1953. CKD-Slany will probably deliver mining machinery to these coal mines. [redacted]

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11. Business negotiations of an unknown nature were going on between CKD and the Hungarian government.

12. [redacted]

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13. Recent political events in the USSR have so far had no effect on production plans at CKD-Slany. The production plan which is supposed to be worked out one year in advance is usually compiled at the last minute. Frequently the plan for the current year is not approved before February since the complicated procedures involved consume considerable time. The construction department, for example, was compelled in 1953 to start work on the basis of the plan for 1952, since the Ministry of Heavy Engineering had not forwarded the approved plan. When the approved plan for 1953 finally reached CKD-Slany it appeared that the tasks on which the construction department had been working were not included and the department had to start its work all over again, abandoning what had been accomplished up to that time. In other instances, work was being carried out in accordance with the plan but the Ministry interfered later and ordered changes. Again, operations had to be interrupted.

14. The following is another example of the wastage of materials and effort at CKD-Slany. In 1950, the Stalingrad Rolling Mill at Liskovec (Q 50/0 67) expected to receive shipment of special rolling benches from the West. Simultaneously, an order for special cranes necessary for operating these benches was placed with CKD-Slany. The benches were not delivered because of Western export prohibitions on such items, so the order for the cranes was also cancelled after CKD-Slany had worked on them for several months. All that work was wasted, for, although some benches arrived in 1951 from [redacted] East [redacted] Germany, they required a different type of crane from those which had been begun. 50X1-HUM 50X1-HUM

15. The work of technical and administrative employees is hampered by the frequent transfers of production from factory to factory. At the time of observation, office employees of CKD-Slany were worried that they might be transferred to other factories or even to different branches of industry in connection with CKD-Slany's production of cranes.

16. The Five-Year Plan is fulfilled 100% on the average, when all items of production are considered. Production improved in 1953 over that of 1952, chiefly because of strict measures which were introduced to suppress absenteeism. Production is still seriously hampered by a shortage of rolled material (sheet iron) and delays in making moulds. As far as the supply of material is concerned, the factory suffers from a lack of non-ferrous metals. Furthermore, deliveries of steel from the foundries are unreliable, as a result of poor organization. Thus, the moulding department is habitually behind schedule, and this causes further delays in the other departments and workshops. CKD-Slany has no foundries of its own and depends on deliveries from the V.M. Molotov Iron Works, Trinec, the Vitkovice Klement Gottwald Iron Works, Moravska Ostrava, and the United Steel Works, Kladno.

17. After the currency reform, workers in one department of CKD-Slany went on a strike which lasted one day. Ten leaders of the strike were arrested, but they were released after several days. They were warned that if they started any trouble among the workers again they would be arrested again and not released.

18. The present scheme, under which employees are transferred to the mines, chiefly affects Communist workers to whom the Party addresses numerous appeals to work "voluntarily" in the coal mines. Work at CKD-Slany did not suffer seriously because of this scheme because those who were transferred had been poor workers anyway.

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19. Freml (fnu), former technical manager of CKD-Slany, resigned and has allegedly become a professor at the Technical College in Brno.

20. CKD-Slany has a direct telephone line to its head offices at Prague II., Hybernska Street.

21. The factory employs 3,000 persons.

22. There are no forests in the neighborhood of the town of Slany. The town suffers from a shortage of water.

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1. Comment. these dredges and cranes may never have reached their destinations in the USSR. the Soviets re-exported the dredges and cranes in order to obtain hard currency.

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3. Comment. In the governmental reorganization of 14 September 1953, this ministry was combined with the Ministry of General Engineering to form the Ministry of Engineering.

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Annex (A)

Sketch of Slany

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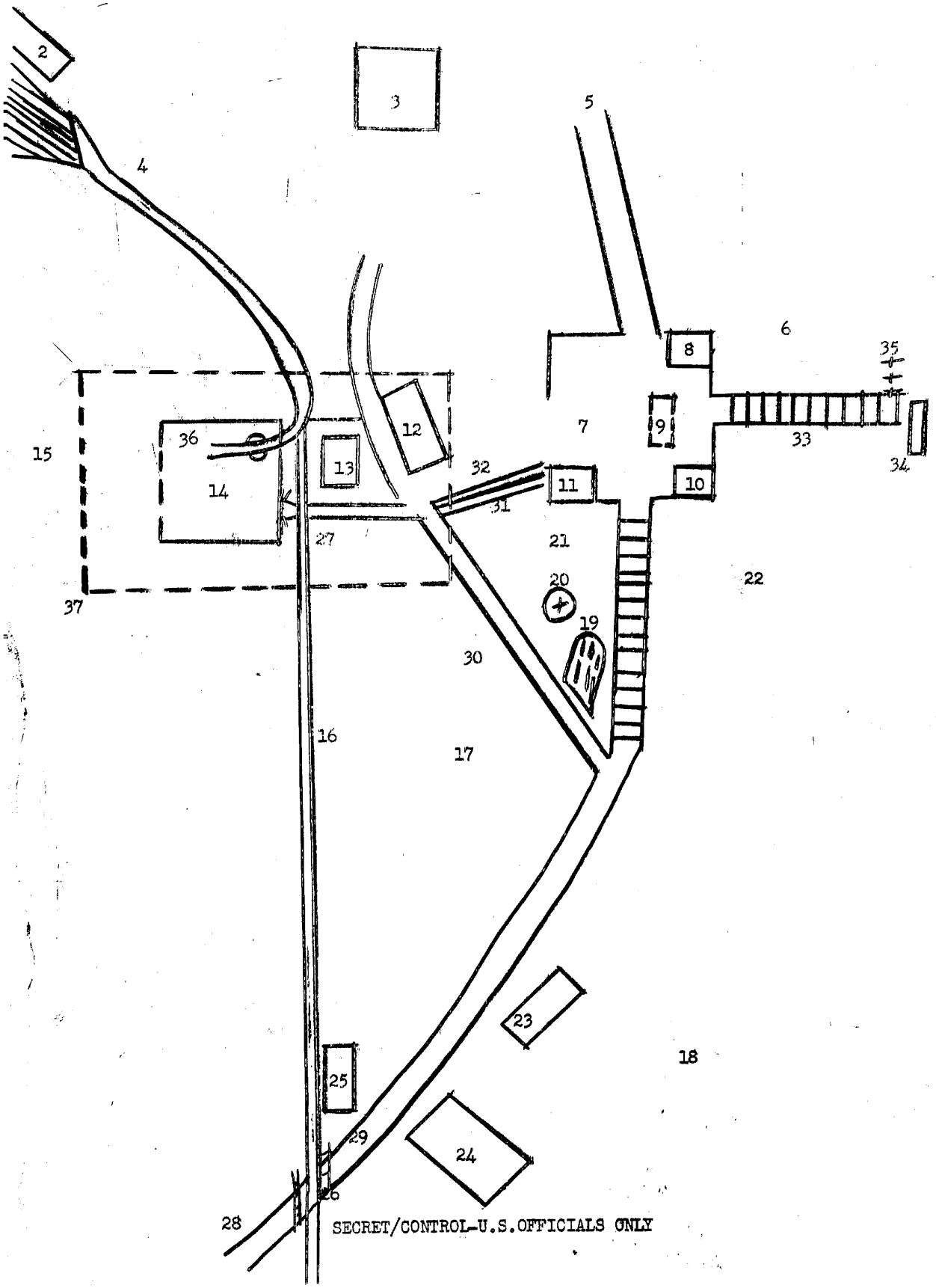

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Note. Indications of cardinal points and of distances are approximate.

1. Garrison, located outside the town.
2. Slany railroad station, with five or six tracks.
3. Palaba factory producing batteries. Number of chimneys unknown, probably one.
4. Residential area, partly built up.
5. Business district.
6. Built up area.
7. Square.
8. Inn.
9. Bus stop.
10. Inn.
11. City Hall.
12. One of the CKD factory buildings.
13. A residential house of the CKD, in a garden.
14. Main CKD factory building.
15. Ramparts towards which building No. 14 is being expanded. The fence between this building and the ramparts is either temporary or not there any more at all.
16. Single railroad track Prague-Kralupy-Slany-Most. It runs from the south (Prague) to the northwest (Most). The town of Kralupy is about 20 km. away.
17. Built up residential area, mainly one-family houses.
18. Built up area.
19. A small pond; its longest side is about 50 meters.
20. Church with a slim tower.
21. Partly built up area.
22. Built up area.
23. Hotel PRAHA.
24. Cement factory, probably with two chimneys.
25. Slany railroad stop.
26. Railway gates.
27. Railway underpass.
28. Road from Prague, which rises behind the pond (19) up to the square (7). At the railroad gates this road assumes the character of a city street.
29. Same as No. 28.
30. A street lined with trees.
31. A trench; maximum width, one meter.
32. A small path, short cut from the CKD factory to the square.
33. A sharply rising street.
34. School.
35. A prominent point in Slany, a hill commonly called "Na stinadle", with three wooden crosses.
36. A railway track leading to the factory.
37. Boundaries as seen on a detailed map (Annex B).

Note. Approximate distances: From the railroad bridge between nos. 28 and 29 up to No. 13, approx. 1.25 km.
From No. 14 up to No. 32, to No. 7, about 800 meters.
From No. 7 to No. 35, approx. 600 meters.
Length of the sides of No. 14-about 10 meters each.

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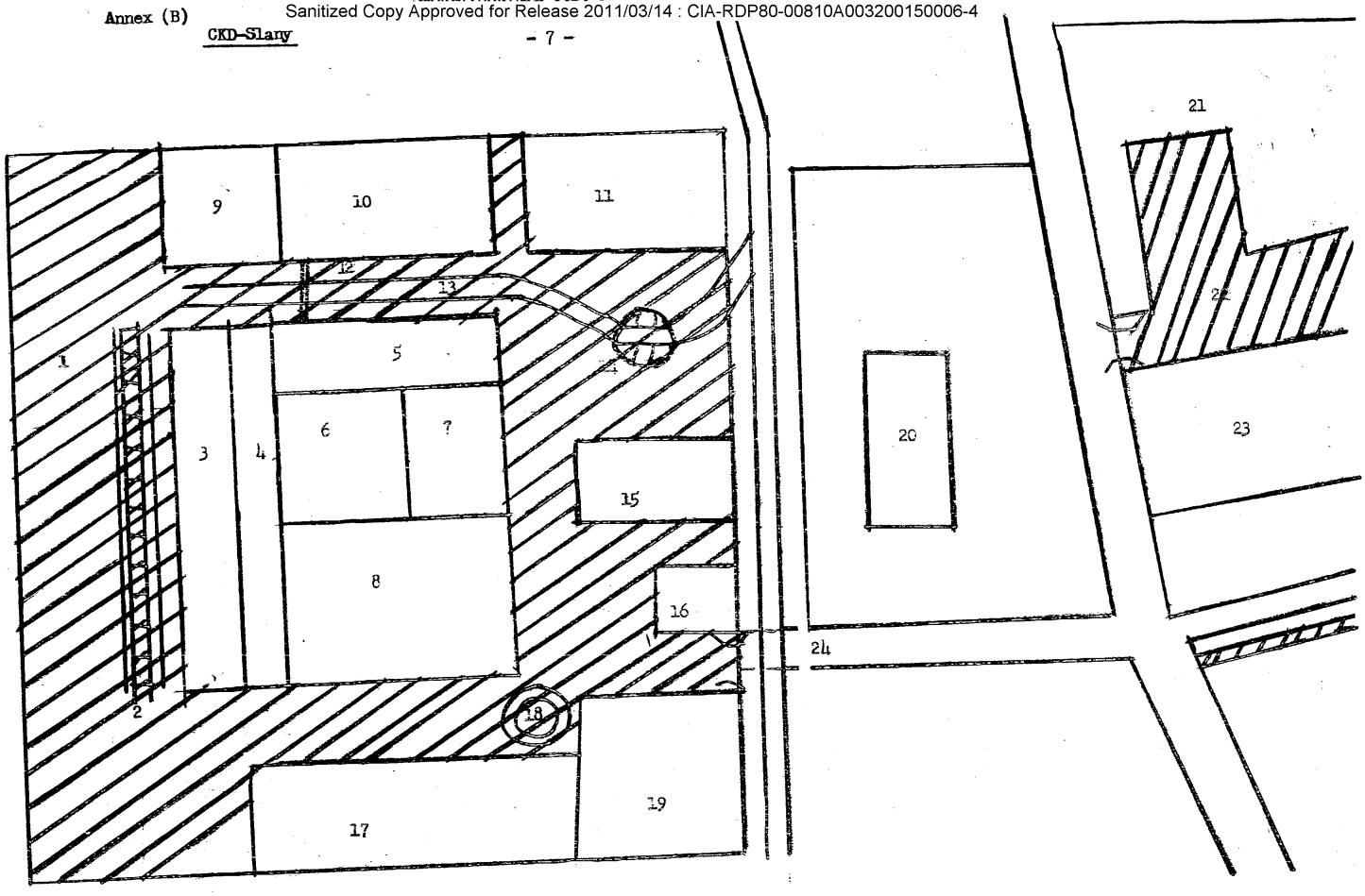

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Note. Indications of cardinal points and of distances are only approximate.

1. Yard with no exact boundaries in the west. It is possible that factory buildings or sheds are to be built there.
2. Mobile cranes, which can be easily spotted from the air.
3. Space for assembling, assembly halls. Also used for storage of materials which could not be kept in the yard.
4. Turner's shops, paint shops and assembly workshops.
5. Offices, factory management.
6. Boiler house.
7. Dispatching of finished products.
8. Structural steel works.
9. Shopping department for office employees.
10. Various offices.
11. Canteen for workers and office employees.
12. Large gate, dividing the yard into two parts.
13. Railroad track.
14. Turn table.
15. First aid station.
16. Guardroom.
17. Former rope winder, now not in operation.
18. Water tank (wooden tower).
19. Power plant, with three chimneys.
20. House in a garden, occupied by the cadre department and offices of the assembly department.
21. Administrative offices, archives, drafting departments. Seen from the street, this building together with yard No. 22 and building No. 23 gives the impression of one large building.
22. Yard.
23. Apprentices' school.
24. Road underpass.

Note. Approximate distances: The length of the front part of the site from No.1 to No. 19, facing the tracks, is 500 meters.

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